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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

SECURITY INFORMATION
INFORMATION REPORT

CD NO.

25X1A

COUNTRY USSR (Rostov Oblast)

DATE DISTR. 21 March 1952

SUBJECT Construction of Coastal Patrol Boats at the
Dimitrov Aircraft Plant in Taganrog

NO. OF PAGES 2

PLACE
ACQUIRED [REDACTED]NO. OF ENCLS. 1
(LISTED BELOW)DATE OF
INFO. [REDACTED]SUPPLEMENT TO
REPORT NO.

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NOT CIRCULATE

1. Coastal Patrol boats were observed being built in a separate workshop at the Dimitrov Aircraft Plant located in Taganrog (47°14'N/38°57'E), Rostov Oblast, on the shore of the Sea of Azov.
2. Unit production was begun in the spring of 1947 and mass production in the summer of 1947. At first, the plant built only the hulls while the superstructures and engine plants were delivered from without. After mass production was started, all parts except the engines, propellers, screw shafts and fittings were built in the plant itself.
3. During the period from the summer of 1947 to the fall of 1948, 60 coastal patrol boats were delivered by the shipyard. After the summer of 1948 five boats, lying side by side, were simultaneously built. On expediting the production process, the boats were fitted with their superstructures and painted in the open air. Completed boats were placed on wooden skids and dragged by tanks to a railroad line where they were loaded and dispatched to unknown destinations. The experimental boats were floated in front of the plant and tested on the water. Russian workers said that the boats reached trial speeds of from 12 to 15 knots. Workmanship, especially welding operations, was very poor.
4. The coastal patrol boats were 10 meters long; their beam was between 2 and 2½ meters, and the molded depth 2 meters. The superstructures were 1.7 meters high. They were vessels of conventional design and construction with a keel of separate pieces welded together; their steel frames were 6 to 12 mm in thickness, and the skin-plates were 8 to 12 mm thick with three plate strakes being fitted in the side of each ship. The frames were 1½ meters apart. All parts were welded; the boat is subdivided by two bulkheads into forward, middle and aft sections. The forward and aft sections are covered with a steel deck, while the middle section is taken up by an aluminum superstructure. The superstructure accommodates the wheelhouse. In the wheelhouse, at the right hand side of the steering wheel, were an oil gauge indicating pressures up to 6 kg/m² and a water thermometer indicating temperatures of up to 120° C. At each side of the steering position was a plexiglass window and a door. A mast 1½ meters high carrying navigation lights was mounted on top of the wheelhouse. Between the superstructure and the ship's side was a passage, 400 mm in width. In the stern compartment,

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Legend:

A Side view

1. Aluminum superstructure
2. Mast with navigation lamp

B Top view

1. Aluminum superstructure
2. Mast with navigation lamp
3. Rail

C Watertight subdivision

4. Bulkheads

D Stern views

- a. Side view
- b. Cross section

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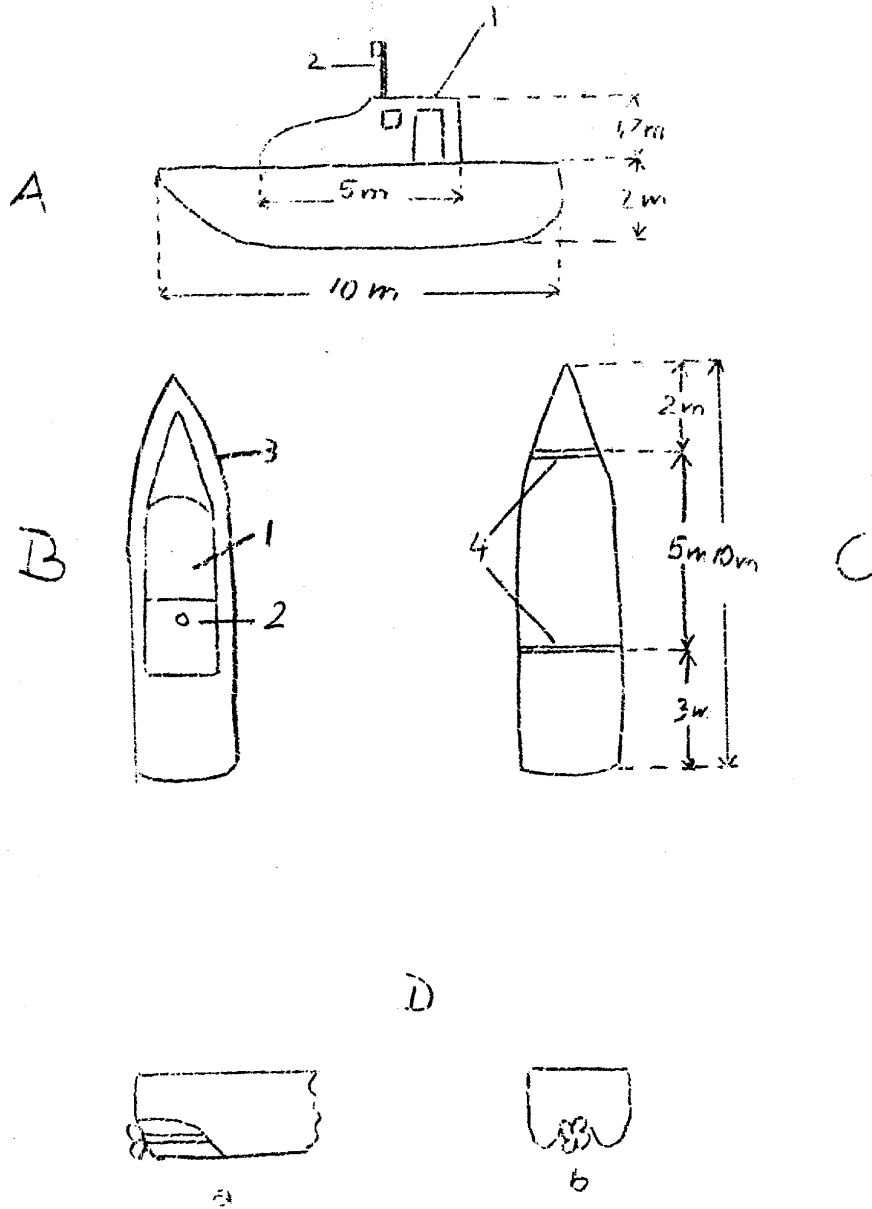
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Annex

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Coastal Patrol Boats Constructed in Taganrog



Not to scale

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